

EXHIBIT "G"

REVISED PAGES TO DEVELOPMENT ORDER

k. Transportation Demand Management (TDM) Strategies:

The Developer shall locate and construct bus stops and shelters in cooperation with Taltran or some other transportation provider. The Developer shall construct bus stops and shelters at such time bus service becomes available. The Developer will designate a site for a satellite transfer facility consisting of no more than five (5) bus shelters on no more than one (1) acre in the vicinity of the intersection of Shumard Oak Boulevard and the North-South Road so it will be accessible to Town Center, the CCOC and schools located in MUEI-2 and MUEI-3. The design and architectural vernacular for the bus stops, bus shelters and satellite transfer facility shall be compatible with the architectural vernacular for Southwood and must be approved by the Developer prior to construction.

(2) The Developer shall provide bike lanes and sidewalks consistent with the City's Sidewalk and Street Paving Policy. The Developer shall provide separate dedicated pathways within the DRI Property which provide for interconnection as well as bicycle racks or storage facilities. There shall be showers and locker facilities within each separately constructed and dedicated office or retail building space of more than 7,500 square feet, except that buildings with no shared restroom facilities that are designed for individual tenants with no more than 7,500 square feet for each tenant and with individual entry/exit points for those tenants shall not be required to provide shower or locker facilities, provided said buildings are no greater than 15,000 square feet. Any building that is greater than 15,000 square feet or any tenant with greater than 7,500 square feet shall be required to provide showers and locker facilities no matter the design of the building.

(3) The Developer shall provide a transportation coordinator whose responsibilities include providing information to commercial, office and industrial users and the coordination of staggered work hours, ride-sharing, transit, walking, bicycling, telecommuting, flextime and other programs to reduce dependence on single-occupancy vehicles. The Developer shall have sole authority to determine the person who will serve as transportation coordinator and all terms and conditions of employment, but shall notify the City, County ARPC, and DOT of the designation. The annual report required by Section 3.A.23. shall include information regarding the effectiveness of these TDM strategies.

(4) In furtherance of Mass Transit Policy 2.1.3 of the Tallahassee-Leon County Comprehensive Plan, the Developer shall require commercial, industrial and office users to provide preferential parking facilities for high-occupancy vehicles with said parking facilities located closest to planned buildings. Parking spaces reserved for visitors and the handicapped shall be located closest to planned buildings or clusters.

(5) Community Design.

- (a) Those areas located within one-half mile of Town Center (TC-1 and TC-2) and within one-half mile of the Neighborhood Village Center (NVC-1) are designated as Pedestrian Primary Areas in which pedestrian and bicycle travel is encouraged over other means of mobility.
- (b) Consistent with other purposes of the Southeast Sector Plan, the PUD(s) and site plans for development within the Pedestrian Primary Areas shall maximize bicycle and pedestrian accessibility, encourage walk-to shopping and employment, utilize vehicular alternatives to the single-occupancy vehicle, maximize internal capture of shopping and business trips and promote compact development through the following architectural and design standards:
 - (i) Concentration of higher-density residential development in these areas;
 - (ii) Collocation of residential and commercial/office uses in Town Center;
 - (iii) Reduced setbacks for residential and nonresidential development;
 - (iv) Narrow streets;
 - (v) On-street parking and parking to the side or rear of buildings and lots;
 - (vi) Shared parking facilities;
 - (vii) Reduced parking standards for nonresidential development;
 - (viii) Rear access to residential units from alleys;
 - (ix) Sidewalks or their equivalent on both sides of all roads in these areas;
 - (x) Traffic calming.
- (c) Consistent with other purposes of the Southeast Sector Plan and to the maximum extent feasible, the PUD(s) and site plans for other areas of the Project shall encourage compact development and alternatives to single-occupancy vehicle transportation through the following design standards:
 - (i) Increased interconnection between residential and nonresidential development;
 - (ii) Extensive bicycle and pedestrian facilities and amenities, including on-street facilities and an integrated network of trails throughout the Project.

- (iii) Corner-lot commercial uses within residential areas as allowed by the Southeast Sector Plan.
 - (d) The PUD(s) shall also include standards for street and building design, landscaping, signage, stormwater management facility design, public utility location and the design and protection of natural areas. The Southeast Sector Plan shall guide the development and review of these standards.
- (6) The Developer shall work with the Department of Management Services (DMS), developer of the Capital Circle Office Center DRI adjacent to the DRI Property, in order to bring about a resumption of shuttle bus service, with or without fares, as a shared cost public transportation service from the Southeast Sector Planning Area to such other locations as will promote non-automobile vehicular travel to and from these two projects. Such other locations shall include activity centers where transfers can be made to Taltran service and may include downtown, Koger Center, and Governor's Square Mall. The Developer's transportation mitigation obligations under this Development Order may be reviewed for potential adjustments in light of such service upon request of the Developer as provided by section 380.06, F.S.
- l. Phase 2 Transportation. Prior to the commencement of Phase 2, an updated transportation analysis that addresses the cumulative impacts of Phase 1 and Phase 2 shall be provided by the Developer to the review agencies as a substantial deviation for review of transportation only. Traffic mitigation necessary to serve the project at buildout of Phase 2 shall be determined on the basis of state, regional and local government requirements then in effect and shall be incorporated in this Development Order by amendment.
 - y.m. Development of a school on MUEI-2 shall not exceed 174,000 GSF. Development of a school on MUEI-3 during Phase 1 shall not exceed 56,000 GSF. Ancillary athletic fields may be developed on both sites. Additional development on MUEI-3 shall take place during Phase 2 or as authorized in an amendment to this Development Order.
 - n. ~~Prior to~~At the submittal of the next Notification of Proposed Change~~time of the review of the Phase 2 entitlements substantial deviation,~~ the Developer shall perform a traffic analysis relating to the use of K-12 educational facilities within the project for community collage activities. If additional mitigation is necessary, it shall be reflected in the ~~next Notification of Proposed~~Phase 2 entitlement substantial deviation approvals Change.